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GEOGRAPHICAL LITERATURE AND MAPS

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BOOK REVIEWS AND NOTICES

NORTH AMERICA

American Inland Waterways. Their Relations to Railway Transportation and to the National Welfare; Their Creation, Restoration and Maintenance. By Herbert Quick. xx and 241 pp., 80 illustrations and index. G. P. Putnam's Sons, New York, 1909.

This volume is a strong and well-organized appeal for a better development of the interior waterways of the United States, in order that our own country may compete effectively with the great rival commercial nations of the world. The availability of markets depends on cheapness and quickness of transportation, to a large extent. For products that are bulky and not easily perishable, slow transportation by water is cheaper than rail transportation. Our own country has vast products of cotton, wheat, iron, corn, etc., that must be transported to market cheaply and hence must develop its interior waterways, or lose the leadership it now holds. Already the wheat fields of Canada are threatening to exceed in production the wheat fields of our own country, and a water route, as is projected, from Winnipeg to Liverpool by way of Hudson Bay, or from Fort William to Liverpool by way of Georgian Bay, will give Canada a great advantage in commerce.

The author writes somewhat pessimistically and in a way does not give full full justice to the possibilities of the United States along lines that have already been developed. Yet the volume is interesting and convincing reading, in spite of a style that in places is almost "fine writing."

The seven chapters are entitled: "The Grand Strategy of Trade," "Bringing the Sea to the Farms," "The Railways and the Waterways," "Terminals a Vital But Neglected Matter," "The Rivers and the Conservation Movement," "The Long Look Forward in Transportation," and "The Battle of the Engineers."

The first chapter is a summary of the efforts of the several great commercial nations to increase their trade and of the relative opportunities of Canada and the United States in reference to the products of the West and Northwest. The second chapter is an appeal for national action that will bring the sea to the farms by the development of a "Lakes to Gulf Deep Waterway." This is followed by a summary of the railroad possibilities and the interior waterways possibilities in the United States, with an account of certain of the details of waterways improvement necessary to keep our great rivers in bounds.

Perhaps the most interesting chapter is the one devoted to terminal facilities in ports—a very pertinent matter at the moment, when the question is being discussed as to the future ability of New York Harbor to accommodate the largest ocean liners. The summary of the conservation movement as applied

to river storage systems and of the present navigability of the streams of the United States is full of facts that are little known and less appreciated.

The volume as a whole is a strong presentation of the problems of interior improvement that confront us as a nation, if we would become a commercial unit rather than a somewhat unrelated and independent group of commercial areas. Well illustrated, well printed and attractive in form, the volume is well worth reading, though one should guard against being swung away from rationality by the appealing play on the emotions which the author so skillfully uses.

R. E. D.

The Railway Library, 1909. A collection of noteworthy chapters, addresses and papers relating to railways, mostly published during the year. By Slason Thompson. xvi and 403 pp. and index. The Gunthorp-Warren Printing Co., Chicago, 1910.

The book contains 19 papers and addresses on the present railway situation. The authors are men of eminence in railroad affairs. Their papers reflect the prevailing sentiments of some of our best-known railway officials and Mr. Thompson has done good service in bringing them together in this permanent form.

Houseboating on a Colonial Waterway. By Frank and Cortelle Hutchins. xxvi and 295 pp, many illustrations and index. L. C. Page & Co., Boston, 1910. \$2.50.

Virginia offers great opportunities, very little improved as yet, to those who love the houseboat with its varied and restful enjoyments. This volume is a delightful book depicting leisurely life on a houseboat excursion along Virginian waterways. It is a pleasant book to read, and also contains many hints for the use of those who have had no experience in houseboating, but would like to try it. The *Gadabout* was the unconventional name of this floating home, and, unlike most houseboats, she was encouraged to travel by two little gasoline engines. The chapters are all the more attractive because it was the initial experience of the builders and occupants of the craft in the gentle art of houseboating.

Health Progress and Administration in the West Indies. By Sir Rupert W. Boyce, M.B., F.R.S., Dean of the Liverpool School of Tropical Medicine, etc. xv and 328 pp. 48 illustrations, including maps and plans (one map in color), appendices, general bibliography, index. E. P. Dutton & Company, New York, 1910. \$3.50.

This is an excellent presentation of an important subject. The author's position as a leader in the West Indian sanitary revolution arouses interest which the book itself by its intrinsic merit succeeds in holding to the end. In the first chapter some account is given of the tribute in lives that was paid to the *Stegomyia* (the yellow fever mosquito) by the discoverers of the New World and the early colonists, beginning with the outbreak of yellow fever which occurred about 1493 in Santo Domingo. The second and third chapters contain a review not only of conditions during the eighteenth century and the first half of the nineteenth century but also of the old erroneous opinions in regard to the origin of West Indian fevers; and this portion of the subjects concludes with an explanation, in simple terms, of the modern discoveries of the relationship of